

**RESULT OF VOTING ON CDV**

Project number: <b>80/61097-10</b>	Reference number of the CD <b>80/177/CDV</b>
IEC/TC or SC <b>80</b>	Date of circulation <b>1998-12-11</b>

Title of the TC or SC concerned <b>Maritime navigation and radiocommunication equipment and systems</b>
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<b>Title of the committee draft:</b> IEC 61097 - Maritime navigation and radiocommunication equipment and systems - Global maritime distress and safety system (GMDSS) - Part 10: Inmarsat-B Ship earth station equipment - Operational and performance requirements - methods of testing and required test results
The above-mentioned document was circulated to National Committees with a request that voting take place for approval for circulation as an FDIS (or publication as a Technical Report)
<b>Voting results</b>  see printout attached
<b>Comments received</b> – see annex
<b>In the case that the approval criteria for acceptance have been met,</b> <i>a</i> <input checked="" type="checkbox"/> The committee draft for vote (CDV) will be registered as an FDIS by (date) <b>1998-12</b>  <b>DECISION OF THE CHAIRMAN</b> (in cooperation with the secretariat), in the case that the approval criteria for acceptance have not been met or in the case of a draft Technical Report <i>b</i> <input type="checkbox"/> The committee draft for vote (CDV) will be published as a Technical Report by (date) ..... <i>c</i> <input type="checkbox"/> A revised committee draft will be circulated as a committee draft for vote (CDV) by (date) ..... <i>d</i> <input type="checkbox"/> A revised committee draft will be circulated for comment by (date) ..... <i>e</i> <input type="checkbox"/> The committee draft and comments will be discussed at the next meeting (date) .....  NOTE — In the case of a proposal <i>b</i> , <i>c</i> or <i>d</i> made by the chairman, P-members objecting to such a proposal shall inform the Central Office with copy to the secretary in writing within 2 months of the circulation of this compilation (see 2.6.5 of Part 1 of the ISO/IEC Directives).

Name and signature of the Secretary  <b>Mr. Peter F.C. GRIFFITHS</b>	Name and signature of the Chairman  <b>Dr. A.P. NORRIS</b>
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## Result of Voting on CDV - Document 80/177

IEC 61097-10: Maritime navigation and radiocommunication equipment and systems - Global maritime distress and safety system (GMDSS) - Part 10: Inmarsat-B Ship earth station equipment - Operational and performance requirements, methods of testing and required test results

Circulation Date: 1998-04-03

Closing Date: 1998-09-15

Country	Status	Vote	Sent	Received	Comments
Belgium	P	Y	98-08-24	98-08-28	
China	P	Y	98-08-17	98-08-17	
Denmark	P	Y	98-09-07	98-09-07	Y
France	P	Y	98-09-14	98-09-14	
Germany	P	Y	98-08-28	98-08-28	
Ireland	O	Y	98-09-15	98-09-15	
Italy	P	Y	98-07-30	98-07-30	
Japan	P	Y	98-08-26	98-08-26	Y
Netherlands	P	Y	98-09-01	98-09-01	
Norway	P	Y	98-09-04	98-09-07	
Portugal	-	A	98-09-03	98-09-03	
Russian Fed.	P	Y	98-05-26	98-06-17	Y
Sweden	P	Y	98-09-11	98-09-11	
U.S.A.	P	Y	98-09-15	98-09-15	
United Kingdom	P	Y	98-08-25	98-08-25	

		Approval Criteria	Result
P-members voting: 13	P-members in favour: 13 = 100 %	>= 67%	APPROVED
Total votes cast: 14	Total against : 0 = 0 %	<= 25%	APPROVED

Final Decision: APPROVED

Provisional status on 1998-12-02

## NOTES

- 1 Vote: Does the National Committee agree to the circulation of the draft as a FDIS: Y = In favour; N = Against; A = Abstention.
- 2 Only votes received before the closing date are counted in determining the decision.  
Late Votes:  
(0).
- 3 Abstentions are not taken into account when totalizing the votes.
- 4 P-members not voting:  
Egypt;Romania;(2).

## Annex

National Committee	Clause/ Subclause	Paragraph Figure/ Table	Type of comment (General/ Technical/ Editorial)	COMMENTS Comments shall be reproduced as received, either by re-typing them, or by pasting them directly on this form	Date 1998-11-24	Document 80/177/CDV
					OBSERVATIONS OF THE SECRETARIAT on each comment submitted	
Japan	1		Editorial	The sentence should read as - "All text of this standard, whose wording is identical to that in the IMO SOLAS Convention 1974 as amended and IMO Resolution A.808 is printed in <i>italics</i> , and it is followed by the resolution or recommendation and paragraph number indicated between brackets."	Agreed.	
Japan	2		Editorial	The edition number should be added after 60945.	Not agreed. The year defines it.	
Japan	2		Editorial	IMO SOLAS should be expressed as - "IMO International Convention for the Safety of Life at Sea (SOLAS) 1974, as amended	Agreed.	
Japan	3		Editorial	Formal spelling should be used - Organization for IMO, and Organization and Standardization for ISO.	Agreed.	
Denmark	4.3.7		Technical	<p>The IMO Subcommittee on Radiocommunications,, Search and Rescue adopted at its 3<sup>rd</sup> session February 1998 specific clarifications on protection of the distress button, especially that the distress button should be protected by a spring loaded lid or cover.</p> <p>It is recommended to include this text in subclause 4.3.7. The text is reproduced below. However, it is primarily the clauses 1.3 (protection) and 1.4 (at least two independent actions) which are relevant concerning this particular document.</p> <p>MSC CIRCULAR 862</p> <p>Clarifications of certain requirements in IMO performance standards for GMDSS equipment</p> <p>1. The Maritime Safety Committee, at its sixty-ninth session 11 to 20 May 1998, approved the following clarifications of certain requirements in IMO performance standards for GMDSS equipment, developed by the Sub-Committee on Radiocommunications and Search and Rescue (COMSAR), at its third session (23 to 27 February 1998), with a view to reduce the number of false distress alerts, and was of the opinion that such clarifications would assist Member Governments in deciding whether equipment installed on or after 1 February 1999 meets these requirements.</p> <p>.1 "DEDICATED DISTRESS BUTTON"</p> <p>This button should not be any of an ITU-T input panel or an ISO keyboard associated with the equipment and should be physically separated from functional buttons/keys used for normal operation.</p> <p>This button should be a single button for no other purpose than to initiate a distress alert.</p> <p>.2 "CLEARLY IDENTIFIED"</p> <p>The distress button should be red in colour and marked "DISTRESS". Where a non-transparent protective lid or cover is used, it should also be marked "DISTRESS".</p> <p>.3 "PROTECTED AGAINST INADVERTENT ACTIVATION"</p> <p>The required protection of the distress button should consist of a spring loaded lid or cover permanently attached to the equipment by e.g. hinges. It should not be necessary for the user to remove additional</p>	<p>Agreed in principle. The MSC Circular 862 has been adopted by the IMO MSC. It is not part of SOLAS or of an IMO Resolution, but guidance to Member Governments.</p> <p>Relevant parts have been included in subclauses 4.3.5 to 4.3.7 - not in italics and referenced to the MSC Circular.</p> <p>The MSC Circular has been included in the normative references.</p> <p>Included at 4.3.5</p> <p>Included at 4.3.6</p> <p>Included at 4.3.6</p> <p>Not included in 4.3.6, as already covered by 5.2.2.</p>	

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National Committee	Clause/ Subclause	Paragraph Figure/ Table	Type of comment (General/ Technical/ Editorial)	COMMENTS Comments shall be reproduced as received, either by re-typing them, or by pasting them directly on this form	OBSERVATIONS OF THE SECRETARIAT on each comment submitted
				<p>seals or to break the lid or cover in order to operate the distress button.</p> <p>The operation of the distress button should generate a visible and audible indication. The distress button should be kept pressed for at least 3 seconds. A flashing light and an intermittent acoustic signal should start immediately. After the 3 seconds the transmission of the distress alert is initiated and the indication should become steady.</p> <p>.4 "AT LEAST TWO INDEPENDENT ACTIONS"</p> <p>Lifting of the protective lid or cover is considered the first action. Pressing the distress button as specified above is considered as the second independent action.</p> <p>.5 "INTERRUPTING THE DISTRESS ALERT AT ANY TIME"</p> <p>It should be possible to interrupt repetitive transmissions of distress messages. Such operation should not interrupt the transmission of a distress alert or distress message in progress but should prevent repetitive transmissions of a distress message.</p> <p>2. Member Governments are invited to bring the above clarifications to the attention of manufacturers, shipowners, seafarers and all others concerned.</p>	<p>Included at 4.3.7</p> <p>Not included at 4.3.4. In INMARSAT-B there are no repetitive transmissions of the call. They are calls not alerts.</p>